

dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

#### New Requirements of This AD

(c) For all airplanes: Prior to the accumulation of 450 hours time-in-service after the effective date of this AD, inspect the wire bundles in wing zones 574 and 674 through panels 574AB and 674AB to detect damage, contact chafing, or contact with the end fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 450 hours time-in-service. Accomplishment of this inspection terminates the inspections required by paragraph (a) of this AD.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(2)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(2)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(d) For all airplanes: Prior to the accumulation of 1,500 hours time-in-service after the effective date of this AD, inspect the wire bundles in the wing and horizontal stabilizer, excluding wing zones 574 and 674 through panels 574AB and 674AB, to detect chafing or contact with the ending fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 3,500 hours time-in-service. Accomplishment of this paragraph terminates the inspections required by paragraph (b) of this AD.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (d)(1)(i) and (d)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision

3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, or Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 2, dated March 3, 1992, or Revision 3, dated March 12, 1993.

(e) For all airplanes: Prior to the accumulation of 1,500 hours time-in-service after the effective date of this AD, inspect the wire bundles in the MLG bays to detect chafing or contact with the end fittings of the protective conduit, in accordance with Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993. Thereafter, repeat this inspection at intervals not to exceed 3,500 hours time-in-service.

(1) If any chafed or damaged wire is found, prior to further flight, accomplish the requirements of paragraphs (e)(1)(i) and (e)(1)(ii) of this AD.

(i) Repair or replace the wire in accordance with the Airplane Maintenance Manual or the Aircraft Wiring Manual. And

(ii) Protect the wire bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993.

(2) If any wire bundle is found in contact with the edge of the conduit end fitting, or which might come in contact with the edge of the conduit end fitting due to vibration in flight, prior to further flight, realign and protect the bundle in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993; or in accordance with the temporary repair described in paragraph 2.B.(6)(b) of Airbus Service Bulletin A320-24-1044, Revision 3, dated March 12, 1993.

(f) If a temporary repair over a damaged length of wire bundle is accomplished in accordance with paragraph (a)(2), (b)(2), (c)(2), (d)(2), or (e)(2) of this AD: Prior to the accumulation of 450 hours time-in-service, replace the temporary repair with a protective sleeve around the wire bundle, and realign the bundle if it is not guided centrally into the conduit end fittings. Accomplish these actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993. Accomplishment of these actions terminates the repetitive inspections required by paragraph (c), (d), or (e) of this AD, as applicable.

Note 2: Accomplishment of the actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, is acceptable for compliance with the requirements of paragraph (f) of this AD for the areas specified in paragraphs (c) and (d) of this AD.

(g) For all airplanes: Prior to the accumulation of 7,000 hours time-in-service after the effective date of this AD, install protective sleeves around the wire bundles, and realign any bundle that is not guided centrally into the conduit end fittings, in wing zones 574 and 674 through panels 574AB and 674AB, in the wing and horizontal stabilizer, excluding wing zones 574 and 674 through panels 574AB and 674AB, and in the MLG bays, in accordance with Airbus Service Bulletin A320-24-1045, Revision 3, dated June 10, 1993. Accomplishment of these actions constitutes terminating action for the repetitive inspections required by this AD.

Note 3: Accomplishment of the actions in accordance with Airbus Service Bulletin A320-24-1045, Revision 2, dated April 12, 1992, is acceptable for compliance with the requirements of paragraph (g) of this AD for the areas specified in paragraphs (c) and (d) of this AD.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on September 5, 1996.

James V. Devany,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[CO-24-96]

RIN 1545-AU31

### Consolidated Returns—Limitations on the Use of Certain Losses and Deductions; Correction

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Correction to the notice of public hearing.

**SUMMARY:** This document contains a correction to the notice of public

hearing (CO-24-96) which was published in the Federal Register on Thursday, June 27, 1996 (61 FR 33393). The notice of public hearing generally relates to the carryover and carryback of losses to consolidated and separate return years.

**FOR FURTHER INFORMATION CONTACT:** David Friedel (202) 622-7550 (not a toll-free number).

**SUPPLEMENTARY INFORMATION:**

**Background**

The notice of public hearing that is the subject of this correction is under section 1502 of the Internal Revenue Code.

**Need for Correction**

As published, the notice of public hearing (CO-24-96) contains an error which may prove to be misleading and is in need of clarification.

**Correction of Publication**

Accordingly, the publication of the notice of public hearing (CO-24-96) which is the subject of FR Doc. 96-15826 is corrected as follows:

On page 33394, column 2, in the preamble, under the heading "Comments and Public Hearing", in the second paragraph, line 2, the language "for Monday, September 16, 1996, at 10" is corrected to read "for Thursday, October 17, 1996, at 10".

Cynthia E. Grigsby,  
Chief, Regulations Unit, Assistant Chief Counsel (Corporate).  
[FR Doc. 96-23086 Filed 9-10-96; 8:45 am]  
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**DEPARTMENT OF DEFENSE**

**Department of the Army**

**32 CFR Part 651**

**Environmental Analysis of Army Actions**

**AGENCY:** Department of the Army, DoD.  
**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** This document withdraws from consideration a proposed rule published in the Federal Register on July 22, 1996 (Vol. 61, No. 141 FR 37865). The document is being withdrawn to allow for further review.

**ADDRESSES:** Headquarters, Department of the Army, ATTN: DAIM-ED (Mr. Timothy Julius, Environmental Protection Specialist), 600 Army Pentagon, Washington, DC 20310-0600.

**FOR FURTHER INFORMATION CONTACT:** Timothy P. Julius, (703) 693-0543.

**SUPPLEMENTARY INFORMATION:** Written comments already received from the public will be considered when promulgating a new proposed rule.  
Gregory D. Showalter,  
Army Federal Register Liaison Officer.  
[FR Doc. 96-23175 Filed 9-10-96; 8:45 am]  
BILLING CODE 3710-08-M

**DEPARTMENT OF TRANSPORTATION**

**33 CFR Part 165**

**Coast Guard**

[COTP Charleston 96-034]

RIN 2115-AA97

**Safety Security Zone Regulations; Charleston Harbor and Cooper River, SC**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to establish a moving safety security zone around vessels transporting nuclear materials in Charleston Harbor and the Cooper River. Each zone would extend 200 yards ahead and astern, and 100 yards to each side of vessels carrying the nuclear materials, during transit from the Charleston Harbor Entrance to the Charleston Naval Weapons Station on the Cooper River. The zone would remain in effect during cargo operations while the vessel is moored at the Naval Weapons Station. This safety security zone is needed to protect the transport vessels from potential protests and demonstrations by organizations that may attempt to disrupt shipments, while transiting Charleston Harbor and the Cooper River.

**DATES:** Comments must be received on or before November 12, 1996.

**ADDRESSES:** Comments should be mailed to Commanding Officer, Marine Safety Office Charleston, 196 Tradd Street, Charleston, South Carolina 29401-1899. Comments will be available for inspection and copying at this address between 7:30 a.m. and 4 p.m., Monday through Friday, except federal holidays. Comments may also be hand-delivered to this address. The telephone number is (803) 720-7701.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Jeffrey T. Carter, Project Officer, Coast Guard Marine Safety Office Charleston, at (803) 720-7701.

**SUPPLEMENTARY INFORMATION:**

**Request for Comments**

Interested persons are invited to participate in this rulemaking by

submitting written views, data or arguments. Persons submitting comments should include their names and addresses, identifying this notice [COTP CHARLESTON 96-034] and the specific section of the proposal to which their comments apply, and give reasons for each comment. Receipt of comments will be acknowledged if a stamped self-addressed postcard or envelope is enclosed. All comments received before the expiration of the comment period will be considered before final action is taken on this proposal. The proposed rule may be changed in light of comments received.

No public hearing is planned, but one may be held if written requests for a hearing are received and determined that the opportunity to make oral presentations will aid the rulemaking process.

**Discussion of Proposed Regulations**

The Coast Guard proposes to establish a moving safety security zone around vessels transporting certain nuclear materials in Charleston Harbor and the Cooper River. As part of a major national security objective to prevent the spread of nuclear weapons worldwide, the U.S. Department of Energy will be receiving shipments of foreign research reactor spent nuclear fuel rods through the Charleston Naval Weapons Station. These shipments will take place over a 13 year period. Protests and demonstrations during shipments through U.S. ports of nuclear materials, such as spent fuel rods, would place the safe navigation of the transport vessels at risk. This moving safety security zone is needed to protect the transport vessels from the risk associated with protests and demonstrations while transiting Charleston Harbor and Cooper River.

The safety security zone would extend 200 yards ahead and astern and 100 yards to each side of the vessel carrying the nuclear materials during its transit from Charleston Harbor Entrance Buoy "C" (LLNR 1885) to the Charleston Naval Weapons Station on the Cooper River. The zone would remain in effect during cargo operations while the vessel is moored at the Naval Weapons Station. Entry into the zone would be prohibited during vessel transit (which includes any emergency anchorage or mooring) and cargo transfer operations, unless authorized by Captain of the Port of Charleston.

The actual dates this safety security zone would be in effect are not known at this time. The Captain of the Port will announce the activation of this zone through a Broadcast Notice to Mariners whenever Captain of the Port Charleston